

MAIL SUPPLEMENT. The Hongkong Telegraph.

N^o. 2637.

THURSDAY, SEPTEMBER 11, 1890.

SIX DOLLARS
PER QUARTER

BIRTHS.

At No. 7, Cheloo Road, Shanghai, on the 30th August, the wife of A. FULLER, of a daughter.
At No. 4, Yuen-ming-yuen Road, Shanghai, on the 3rd instant, the wife of HENRY A. COLLINS, of a daughter.
At Kobe, on the 5th September, 1890, the wife of ALF. WOOLLEY, of the F. & O. Steam Navigation Company's Service, of a daughter.
At Mulberry Grove, Pootung, Shanghai, on the 6th instant, the wife of J. GRANT MACKENZIE, of a daughter.

MARRIAGES.

On Saturday, 30th August, at St. Joseph's Church, Shanghai, by the Rev. Father Capitaine, S.J., JULIA MARIA MACHADO, third son of the late Julio Machado, to MARIA ROZA DE SENNA, second daughter of Capitao Maria de Sena.
At the Cathedral, Shanghai, on the 2nd September, by the Rev. H. C. Hodges, M.A., ARTHUR KNIGHT GREGSON, son of the late Henry Gregson, J.P., of Lowlyn, Northumberland, to LOUIE HEMMER, Wuhu.

DEATHS.

At Shanghai, on the 3rd September, HILDA, the daughter of C. Chr. Sonne and wife, aged 1 year.
At No. 6, Ice House Lane, on 5th September, 1890, HENRY PRINCE TENNANT, of the firm of Gibb, Livingston & Co.
At Shanghai, on the 5th September, EDITH, daughter of Rev. A. Sydenstricker, of Teling Kiang P'u, aged 4 years.
At Hertsell Park, Slough, Bucks, England, on the 10th July, HENRY EVANS (late of Shanghai), in his 69th year.
At Chefoo, on the 28th August, the Rev. Dr. A. WILLIAMSON.
At Newchwang, on the 28th August, JESSIE DRUMMOND, the beloved child of John and Maggie Ferguson, aged one year and five days.
At Shanghai, on the 31st August, THOMAS OSCODD SUMMERS JENKINS, youngest son of the late B. Jenkins, D.D., of Charleston, S.C., aged 40 years.
At Chefoo, on Sunday, 31st August, BURRITT HOLDEN, infant son of Edwin Holden and Jessie Burritt Smith, aged 11 months.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 11, 1890.

THE GAMBLING PROSECUTION FIASCO.

THERE cannot be the least doubt that Mr. H. E. WOODHOUSE, in giving judgment in the Chinese gambling-house fiasco at the Police Court on the 9th inst., was fully justified in his severe censure of the police authorities for bringing forward such a case for trial without sufficient evidence to ensure a conviction. We venture nevertheless to entirely differ with his Worship's decision, and think he completely stultified himself by dismissing the defendants after having acknowledged that there was much in the evidence before him to show that the house was a public gambling-house—any evidence in that direction was enough to warrant a conviction—but that is no excuse for the failure of the police to make assurance doubly sure when they had the opportunity. Furthermore, in an important issue of this kind, a question in which almost the whole of the respectable Chinese community are more or less deeply interested, the prosecution should not have been left in the comparatively inexperienced hands, so far as legal matters are concerned, of a police officer. Mr. INSPECTOR STANTON is well-known as one of the ablest and most intelligent officers in the Force, but it was too much to expect him to supplement his special duties as a detective with the experience of a police court lawyer. We were under the impression that the Colony had a Crown Solicitor, who is specially retained and paid for his advice and services in cases where points of law and difficulties as regards evidence are involved; if that is so, why did Mr. A. B. JOHNSON not prosecute for the Crown yesterday? Had he done so, there can hardly be any doubt that the magistrate's decision would have been entirely different. The facts as well as the law of the case appear to be simple enough. Nothing can be more certain than that the so-called Hing Kee Club was a common gambling house, quite open to outsiders, and that public gaming had gone on there unchecked for two years. It was also clearly proved that four Chinese constables in plain clothes, acting independently of each other, at different times walked into the room without the least hindrance, took their places at the *paikou* and *fan-tan* tables, and watched the proceedings without taking any active part, in much the same way as is frequently done in the licensed *fan-tan* establishments at Macao. They were entire strangers to the managers of the tables, they had actually never been in the house before, and yet their presence elicited no remark of any kind. What is the reasonable inference that any sensible man would draw from this? Why, that the house was open to anybody who liked to come in, and that strangers were constantly coming in—for what? It was not even contended by the solicitor for the defence that the so-called club was used for any other purpose but gambling in its lowest and most pernicious form, so that the object of visitors was obvious enough. And in the face of this, supported by the evidence of the constables, which was not even attempted to be contradicted, where is the apportionment of Mr. CALDWELL's comparison of this low gaming den with the reputable European clubs of the colony? Can Mr. CALDWELL seriously imagine even the most remote possibility of four utter strangers, unaccompanied by members, walking up to the card-room of the Hongkong Club, the Club Germanis, the

Club Lusitano, or the Masonic Club, and being permitted to make themselves quite at home with the players at whist, poker, or whatever form of play was being legitimately indulged in? Such a supposition is simply ridiculous. It was no doubt an oversight on the part of Inspector STANTON in omitting to instruct the constables to properly carry out their assumed characters of casual visitors by taking a hand in the games, and as this was not done, it was a still greater mistake to have neglected securing the evidence of the persons caught gambling, some of whom were in all probability as strange to the place as the *lukong*. But even on the evidence adduced, comparatively incomplete as it was, and taking a reasonable view of the evident intention and scope of Ordinance 27 of 1888, we are totally unable to support the magistrate's decision.

The Ordinance is clear enough as far as it goes. Section 4 of No. 27 of 1888 says that—
"Any person who shall keep any house, room, boat, vessel, or place of any kind whatever on land or water for public playing or gambling, or shall permit any person to play within such house, room, boat, vessel or place on land or water, shall be liable to be imprisoned with hard labour for any term not exceeding six months."

Surely there was no reasonable doubt in the magistrate's mind that the Hing Kee Club was other than a house kept specially for public gaming? "That it was a common gaming house," said his Worship, "there is every evidence; but I am only dealing with the charge of public gaming, and although there is much in the evidence before me to show that the house was a public gaming house, I must dismiss the case." Mr. WOODHOUSE says that common gaming, as distinguished from public gaming, is where gaming is carried on by limited numbers, and in places where the general public have not access, and it is not prohibited in this colony. The essence of public gaming, which is forbidden by law, is that the house kept for the purpose is a house where any of the public have access and freedom to gamble, and not merely a limited number. We accept his Worship's definitions and would remind him that the Hing Kee Club was a place where the general public had free access, as was very satisfactorily proved by the four constables who obtained admission without the least difficulty; and as the Club was proved by the books produced, and admitted to be nothing but a gaming house, the only possible reason why these strangers were received was that they should join in the gambling. But they did not gamble, and after a while the managers, noticing this unusual circumstance, became suspicious and a general stampede resulted. We confidently submit that the mere fact that outsiders could freely obtain admission into this house where gaming was constantly carried on, was *prima facie* evidence that it was a public gaming house within the meaning of the Ordinance. Mr. POLLOCK, it will be remembered, in the case against the Tung On Club in Hollywood Road two years ago, refused to convict because there was not, in his opinion, sufficient evidence to show that it was "a public place." But there can be no question about the Hing Kee Club being practically a public place, it was never denied that it was a house kept specially for gaming, yet Mr. H. E. WOODHOUSE acquitted the defendants, who were arrested in *flagrant delicto*, because he considered it was not public gaming.

This gambling question is of far more importance than the mere acquittal or conviction of a number of scoundrels who in England would have been sent to gaol as rogues and vagabonds. There are said to be about three hundred Chinese gaming houses in full swing throughout the colony at the present time, and according to credible Chinese authorities, the demoralization these infamous dens are causing amongst the community is widespread and appalling. The spirit of gambling is keen in the ordinary Celestial, and its effects are only too plainly seen in the daily records of our criminal courts. It is these common gaming houses which bring ruin to the shoofly, clerk, shopman and others, and in too many cases starvation to the hard-working coolies and their families. The Chinese merchants of the colony have petitioned more than once against these crying evils being allowed to exist, but nothing effective has been done to remedy their grievance, and the efforts of the police have been rendered nugatory by either the inadequacy of the existing law or the mistaken notions of the magistrates. It is now time that the Executive took decided action to stamp out this wholesale incentive to crime, which is such a disgrace to the colony. If it is the opinion of the legal adviser to the Administrator that Mr. WOODHOUSE has correctly interpreted the Gaming Ordinance, a new law to effectually meet the difficulty should be proceeded with at once.

SUNDAY LABOUR IN HONGKONG HARBOUR.

THE Sunday Labour question in Hongkong has assumed a new phase by its adoption as an important portion of the platform of the Hongkong Mercantile Marine Officers' Association; and it is hardly too much to say that the practical abolition of this anything but creditable relic of old time slavery in a British colony has at last been placed within measurable distance. For the work that takes place

in Hongkong harbour every Sunday—requiring shipping offices being kept open and shipping clerks busily engaged—there is absolutely no necessity and no justification. The loading and unloading of cargo could be just as easily and economically managed without either delaying the ship or infringing on the all but universally recognised right of every man who works hard six days in the week to have a day of comparative rest on the seventh. Employers of labour, ship-owners, agents, etc., pretend they don't see the force of this sort of argument, but it is merely their innate modesty which makes them try to resemble NELSON before Copenhagen. They do see it and recognise its absolute truth, but this obsolete fetish is a very ancient article of faith, and with "the classes" it is so hard to get out of the old groove. It was just the same with the early closing movement at home thirty years ago. Employers held up their hands in horror and shrieked when early closing and a weekly half-holiday were proposed as a rational concession to the masses who toiled in offices, warehouses, shops, etc., from dawn on Monday morning until Saturday at midnight; the proposed change was predicted to ruin everybody and everything—it was a radical infringement on vested rights, the rights of capital to control labour in a fashion that was pure slavery; but the change was made notwithstanding the employers' opposition, and the whole world knows the beneficial results. And so it must be with Sunday labour in this colony. If those who control shipping interests here will insist on shutting their eyes and remaining obstinate and obdurate to the voice of reason and common-sense, they must submit to the *fortiter in re*. Nobody, not even the men who suffer most by this Sunday labour, has any desire to give offence to their employers or to cause the slightest trouble or inconvenience in regard to business arrangements. They are ready and willing to meet those whose interests they are paid to safeguard and protect on a common platform, and to make every reasonable concession that may in any way be calculated to place the matter on a footing satisfactory to all concerned. But the *fiat* has irrevocably gone forth that, whether by amicable arrangement or an open war between shipowners and their employes, Sunday labour on board ship in Hongkong must cease. If the members of the Mercantile Marine Officers' Association remain true to themselves—and if they don't the Association and its pretensions are a hollow sham—they should experience but little difficulty in obtaining from shipowners the inestimable boon of one day's rest in seven when they happen to be in this port.

We do not advocate this change, we never have done so, on religious grounds, although the Rev. Mr. GOLDSMITH has made out a very good case from his point of view. When all other laborers are enjoying their "one day of rest in seven," why should sailors, whose toil is alike dangerous and arduous, be the only galley slaves in the world? That is what we should like to have satisfactorily explained. The opinions of Governors DE VIGOR and SMITH that it would be unwise to stop Sunday labour by legislative enactment, can carry but little weight with those who are acquainted with the subject; as regards Lord KNOTTSORP's opinions, if he ever had any, they may safely be ignored. If the Government will not legislate for this grievance, and if the ship-owners and agents refuse to come to reasonable terms, then the marine officers must adopt the course recommended by their President, Capt. S. ASHTON, at last Saturday's meeting of the Association—and demand extra pay for Sunday work. And in the event of that reasonable request being refused, the inevitable will have to be faced once and for all, and in any struggle that may take place in the Far East between ship-owners and their officers, the victors will be the coalition that remembers and acts up to the old proverb—Unity is strength.

THE INDO-CHINA S. N. CO., LD.

A CORRESPONDENT writes from one of the Coast ports—

It is always refreshing to read your criticisms on the reports of the various local companies, and the scrutiny you give their accounts. Might I suggest that the public would value a few remarks from you on the last report of the Indo-China S. N. Co.? It would be interesting to enquire why this Company, managed by the "princely house" of Jardine, Matheson & Co., can only declare a 3 per cent. dividend, while the China Merchants' Co. can earn 10 per cent., the China Shippers' Mutual S. N. Co. 9 per cent., and the Hamburg Chinese Consulate 7 per cent. Can it be that the earnings of the Indo-China Co. are all absorbed in "princely" commissions? Why should the Board of this Company be in London, when its sphere of operations is in China?

The Shanghai Water Works Co. found it very detrimental to their interests to have the directorate in England, and I fancy it must be so to the shareholders of the Indo-China S. N. Co. This is a temperately worded letter, and as the writer has for years been a shareholder in the Company we are of opinion that his remarks are from every point of view thoroughly justified. As we do not happen to have the Directors' reports and statements of account available for reference, a searching criticism of the kind suggested by our correspondent is at all events for the present out of the question; but there are nevertheless several points raised to which some reference may fitly be made. It certainly does appear as strange, thing that the Indo-China Co., supported by the all-powerful influence of Messrs. JARDINE,

MATHEWSON & Co., which in itself is a factor that should command success, was only capable of paying as the result of last year's working a paltry dividend of 3 per cent. per annum—and to do even this the sum of £3,216 had to be transferred from the Underwriting Account to the credit of Profit and Loss—while the China Merchants' Co. earned 10 per cent., the China Shippers' Mutual 9 per cent., the Douglas Co. 8 per cent. after placing a like amount to Reserve, and the Hamburg-Chinese coasting steamers 7 per cent. It is explained in the Directors' report that this wretched result was principally owing to bad times, a reduced native trade, scarcity of money, the high price of coals, and increased competition. This catalogue of drawbacks might have some weight, and would probably be freely accepted as a satisfactory explanation, were it not quite apparent that the other companies had to experience and contend against exactly the same difficulties. And surely the influence of JARDINE, MATHEWSON & Co. on the coast of China is even, in these degenerate days equal to that of either of the companies named!

Our correspondent asks, and we think very fairly, if the earnings of the Indo-China Co. are absorbed in commissions to the General Managers. We regret being unable to answer the question, but Messrs. JARDINE, MATHEWSON & Co. could, and in our opinion, whatever that may be worth, they ought to answer it. The "princely house" we are, however, bound to say, whatever may have been its shortcomings—and they have not been few—has always acted with exceptional liberality towards the various companies entrusted to its management, and although the "pickings" say from such companies as the China and Luzon Sugar Refineries, have been exceedingly handsome, it cannot be denied that in times of adversity the "muckle house" has invariably come to the rescue in most practical fashion. At the same time a full statement of the commissions received by Messrs. JARDINE, MATHEWSON & Co. from the Indo-China Co. for the last year would not be out of place, and it would give general satisfaction to shareholders.

We frankly confess that we cannot see the utility of the head-quarters, the directorate, of the Indo-China S. N. Co. being in London, while the Company's entire business is Chinese. The line between Hongkong and Calcutta is not worth considering, but if it were otherwise it would not in any way affect our contention. All the shares of the Company, outside JARDINE's, are held in Hongkong and China, and why it should be considered necessary to have an expensive Board of Directors and Secretary in London in addition to General Managers here, is a problem we have never been able to satisfactorily solve. There is a practical solution, but the shareholders must take the initiative.

LOCAL AND GENERAL.

H.M.S. *Mercury* arrived at Yokohama on the 23rd ult.

A FIRE at Malacca town on the 24th August, resulted in the destruction of house property valued at \$3,000.

The Consul for France has notified the local Government that the blockade has been removed from the harbours of Cao-ba.

The *Silks* ex steamship *Oceanic*, hence July 31st and from Yokohama August 6th, were delivered at New York on August 31st.

The U.S.S. *Palos* left Kobe on the 27th ult. for Chemulpo direct. She will remain in Korea until about the middle of November, when she goes to Tientsin for the winter.

PERKINS was visited by a terrific storm on August 23rd. Many huge trees in the surrounding country were blown down, and the hailstones were half-an-inch in diameter.

OUR Shanghai morning contemporary understands that Mr. W. S. Ayrton will be the next British Assessor at the Mixed Court there, in succession to Mr. George Brown, who is about to proceed home on leave.

THE Japanese colliers are regarding mining operations in Toquian with much apprehension as a coming competitor in the Hongkong market. At present Japanese goods about 350,000 tons of coal annually to Hongkong.

A MOB of 68 promising griffins, arrived at Shanghai from Tientsin by the steamer *El Dorado* on the 1st inst. Owing to the floods in and around Tientsin, the griffins are later in arriving at Shanghai this season than usual.

THE Harbour Master (Commander Rumsey, R.N.) states that recent operations in connection with the establishment of the Gap Rock light-house have disclosed several dangers close to the Rock. Shipmasters are therefore advised not to approach on either side nearer than one and a half cables.

THE steamer *Chungking*, on arriving at Shanghai from Tientsin on the 3rd inst., reported having passed the China Merchants' steamer *Hagan* ashore on a sandbank some two miles to the north of Bush Island. The *Hagan* was badly grounded, being piled up so high that the lower blade of her propeller was visible above the water. The *Mercury* says it was supposed the vessel got ashore during the heavy rain squalls on the night of the 2nd inst.

THE burning of the Kee Cheong Filature at Shanghai the other day was generally attributed to incendiarism. The *N. C. Daily News* now says that an examination of the premises after the fire leaves no doubt that the place was wilfully destroyed. One of the floors was found to have been saturated with kerosene at certain spots and the splintering, much burnt, as if a fire had been kindled. A native living close to the Filature says he smelt smoke at about nine o'clock on the night of the fire. We understand that a reward of \$500 has been offered for information leading to the discovery of the culprit or culprits.

THE formal opening of the Shanghai race-course for training purposes was postponed from the 1st to the 2nd inst., out of respect to the memory of Mr. T. O. S. Jenkins, an old Shanghai racing man, who died on August 31st.

THE "Drains" experts are still in full swing outside our mansion in Pedder's Hill—that is to say two men and one small boy are struggling to accomplish something—heaven alone knows what. And the air is filled with balmy odours, and half of the members of our staff are suffering from malarial fever.

THE *N. C. Daily News* learns from private sources that the Tientsin Gas Company's shares will shortly be placed on the Shanghai market. Negotiations are being carried on with Chinese in the native city of Tientsin to supply oil-gas, and the arrangements were nearly perfected, when the floods caused a temporary delay. As soon as the water recedes it is anticipated that the negotiations will be proceeded with.

WE hear that the repairs to the steamship *Mount Hebron*, as the result of her slight flirtation with the Paracels the other day, will amount to a very considerable item. Over a hundred and thirty plates will have to be taken out straightened, and replaced, in addition to other work. It is only the *Mount Hebron* is a steel vessel; had she been built of iron she would inevitably have gone to pieces on the rocks. Steel bends, iron breaks—and that is the great difference between the two metals when they collide against rocks.

SEVERAL letters have reached us from Whampoa regarding a query which appeared in our issue of the 23rd ult. as to the hoisting of the German flag at the Chinese Customs station there. We are always very glad to publish letters from correspondents on matters of interest, irrespective of our own views, but in this affair the question was really too paltry for special notice. It appears that the little son of one of the Customs' officials had hoisted a small boat's flag (German) on a pole in his father's garden, and this was observed by somebody connected with the river from Canton, and construed into one more instance of German arrogance. And that is all.

A PEKING correspondent writes to our Tientsin contemporary—The Seventh Prince, the father of the reigning Emperor, has had a relapse of his old malady—paralysis. He has been under the treatment of one of the students of the late Dr. J. K. Mackenzie. The attack came on as he was going to the Yamen, and his case was thought to be hopeless. Later intelligence, however, is to the effect that he is much better. The loss of Prince Ch'un would be a severe blow to the progress party in China, as he is at one with the Viceroy Li Hung-chang in his favorable attitude towards Western improvements. It is to be hoped he will recover, as the Empire can ill afford to lose men like the Seventh Prince, especially so soon after the demise of the Marquis Tsing.

IT is a very rare thing to find a Supreme Court judge appearing as prosecutor in a criminal action for libel against a public newspaper, but we have just come across an instance in Western Australia. Sir Henry Wrenfordale, who is at present acting as Chief Justice of Western Australia, has commenced criminal proceedings against the Perth *Daily News* for certain references in that journal which his Honour considers of a libellous character, and threatens to go on to the bitter end unless a satisfactory apology is tendered. We wonder if Sir Henry will act as judge and prosecutor at the same time. Particulars of the alleged libel are not published, but we imagine they don't amount to very much, as the "journeyman judge,"—Sir Henry Wrenfordale is satirised by that title throughout Australia—is an eccentric individual who has never shunned public notoriety. By the way, Sir Henry was Chief Justice of Fiji and Chief Judicial Commissioner of the Western Pacific in October, 1882, when Mr. Fielding Clarke, our present Acting Chief Justice, was Attorney General of that dependency of the British Crown.

THE *Straits Times* of the 1st inst. has the following—The steamer *Queen Margaret* with pilgrims from Jeddah arrived at Singapore late on Saturday night, and in accordance with the instructions the Deputy Health Officer, Mr. Reidon, boarded her and learning that several deaths had taken place from cholera during the voyage, although there was no sickness on board at the present time, at once placed the ship in quarantine. The *Queen Margaret* steamed to an anchorage near St. John's Island, the Quarantine Station, where she landed 335 pilgrims, amongst whom were eight children. The vessel has been fumigated and other necessary precautions were taken, and she will be granted pratique about 4 o'clock this afternoon when she comes alongside the wharf. The crew of the *Queen Margaret* had nothing whatever to do with the cleaning up of the pilgrims' quarters on board, this was done by a batch of coolies sent off especially for the purpose by the agents, Messrs. Simons & Co., and the coolies will be kept in quarantine until the authorities think fit to release them, in just the same manner as the pilgrims. One member of the crew is down with some sickness, whether it is cholera or not is at present not definitely made known, but he remains at St. John's Island.

FURTHER notes is reported from Secheon. A correspondent writing to the Shanghai *Mercury* from Chungking on August 20th as follows—There has been a rumour in circulation here for some days to the effect that there had been a riot at Tai Chu Hsien, some three days' journey from here, but it was difficult to get hold of the facts of the case. But now we know that something serious has happened, for the Prefect of Chungking has gone there with all the force he could muster. The latest is that the magistrate of Tai Chu had taken poison, and was dead, and that the place was in a state of siege and the Chungking Prefect held a prisoner. The best account of the origin of the affair is that it was started as an anti-Christian demonstration. On the twenty-third of the sixth moon there was to have been a procession in honour of the god of thunder. The Christians refused to contribute to the expenses as usual, upon which threats were made to pull down the Catholic Mission buildings. The militia turned out to protect the said buildings and the originator of the trouble was arrested and handed over to the magistrate who put him in prison. Then his crowd got up a demonstration to release him. Soldiers have been sent from here, but nothing definite is known as to the result. Nameless placards have been posted in Chungking reviling the missionaries. Under the existing state of affairs it will take but very little to get up another anti-Christian riot here, as no one has ever been punished for participating in such matters, and there is always something to be gained, and but little risk of being called to account.

OUR Celestial friends are having a high-altitude offit way down Hollywood Road to-day (9th inst.), where they are going in scores to the temple to burn paper clothes which are, they believe, to send in vapour to the spirits of their revered ancestors. Rather a far-fetched idea, no doubt, but nevertheless it is done every year all over the Chinese Empire at the *Shui-yi* festival, on the 14th day of the seventh mo. n. This accounts for the noisy and motley crowds who have been rambling about the town to-day, in so-called carnival processions.

THE *N. C. Daily News* of the 3rd inst. says—Old residents will recollect to read the notice in another column of the death of Mr. Henry Evans, late of Shanghai. Mr. Evans established himself first in Hongkong in 1853, and in Shanghai in 1855. He and his son (who died of fever many years ago) were with Gordon during part of his campaign against the Taipings. Mr. Evans made a fortune in Shanghai and went home for good in the sixties, but he suffered reverses and came out again, determined to retrieve himself, which he did by his bakery and the Empire Brewery, of which he was the founder. His wife died in 1885, and he obtained special permission for her to be buried in the old cemetery, in the grave of her son. In 1886 Mr. Evans sold out his business here to the Hall and Holz Co-operative Co., and retired finally from China, being married to the widow of the late Dr. Hopkins soon after he arrived at home. He leaves a widow and one daughter, married, who has been living with him at home for some years. He was a man of sterling character, well known, and respected by all who knew him. He had attained in Freemasonry the highest degree possible to a commoner.

A NATIVE paper has the following regarding the illness of the Seventh Prince—In the latter part of the sixth moon Prince Ch'un, the father of the Emperor, began to complain of illness, and continued in poor health up to the 8th of the present month. On that day he became very ill and kept his bed in the morning. Some of the Imperial Princes went to see him and found him so bad that they immediately sent for a doctor, and informed His Majesty of the Prince's low condition. The Emperor, on hearing the intelligence, dressed himself in haste for travelling, and hurriedly went in a sedan chair, with but a few attendants, to take his place at Prince Ch'un's bedside. The Emperor's guardians had to hasten after his Majesty with all despatch, in order to protect his sacred person from insult or harm. The officials, whose office it should have been to see that his Majesty was taken care of and put in proper order, having had no intimation of his setting out, did not take the necessary steps to fulfil their duty; so consequently His Majesty was subjected almost to all the inconveniences an ordinary traveller would have to put up with while on his way to see his father. The only means taken to clear the road for the Emperor was the sending forward of a crier, who commanded all the people to stand back and clear the way for the passage of the Emperor. This hasty journey was made under a heavy storm of wind and rain. At about 4 o'clock in the afternoon, when the Emperor arrived, the Prince began to be restless, and he had, but shortly after, on the arrival of the Empress Dowager, who hastened after the Emperor and other Imperial visitors, he began to revive. While all those exalted personages were standing around the bed-side of the Prince and conversing in whispers, a little rain splashed in through the open windows, wetting the cheeks of several of the bystanders in the apartment. Some of the attendants on seeing this, thought those with the wet cheeks were weeping, and concluded that Prince Ch'un was dead and that his demise was the cause of their tears. The rumour of the Prince's death was consequently spread owing to the excited gossip of those immediately around him. But the Prince did not die, though he continues very ill. The Emperor returned to his palace about 8.20 p.m., and visited his father again the next morning. During the rain-storm through which the Emperor hurried to Prince Ch'un's bedside, it became so dark that lamps were necessary.

MESSRS. WHEELLOCK & Co.'s Shanghai freight market report of the 5th inst. says—Since our last circular was issued on the 22nd ultimo there has been no new feature to note, the homebound freight market both for London and New York having been maintained. Cargo for London still remains very scarce; steamers continue to leave with very little space taken on, while for New York it is almost the reverse. For Nagasaki-Shanghai the market has declined considerably, and as low as \$1.10 per ton has been accepted; tonnage is very plentiful, consequently we shall notice any improvement in rates for some little time. From Newchwang to the South Sea demand seems to have ceased, and we hear that several of our local liners are seeking business; this dullness may be attributed to the full rates asked for produce in the North and to the anticipation of shipments meeting a slack market in the South, as is usual at this period of the season. The American ship *Pacificus* and the British barque *Rohitima* have both left in ballast, the former for Puget Sound under charter effected here, and the latter for Royal Roads under orders from home; this leaves only one disengaged vessel in port. For London, via usual ports of call and Suez Canal—The Mutual Co's steamer *Pingney* left here on the 31st ultimo with a very small quantity of cargo; the *Shanghai* is replaced by the same company's steamer *Ningchow*. Holt's have the *Agamemnon* loading, due to the inclemency of the weather her date of departure is postponed until to-morrow, and she will be followed by the *Stator*, to leave on the 14th instant. There is nothing else on the berth but the *Mails*, and rates remain unchanged, viz: 35s. per ton. The *Carmarthenshire* is due from Japan on the 18th instant to load for London and the Continent, at 35s. per ton. For New York, via usual ports of call and Suez Canal—The departure of the *Chungking* on the 27th ultimo, and the *Hagan* on the 28th ult., have left entirely vacant the berth at 35s. per ton, taking their place, and is booked cargo at 35s. per ton; having received a fair quantity her way will be short, and she will be followed by the *Fort Phillip*, at time of writing we have not heard of her departure from Japan, but she is booked at same rate. The *Glenorchy* is to be the next boat, arriving here about the middle of the month. Via the Cape—The *Luzon* is still loading at 24s. for tea and 23s. for general cargo. The *Nancy Peniston* is on the berth and sailing 22s. 6d. for all cargo. Pointers are—Newchwang to Swatow, 19 1/2 cts per picul, nominally; Newchwang to Amoy, 20 MCK. cents per picul, nominally; Nagasaki to Shanghai, \$1.10 per ton of coal net; for both steamers and sailing vessels. Settlements during the fortnight—Vornarski, German steamer, 612 tons register, Nagasaki to Shanghai or Arsenal, \$1.25 per ton coal, if to Arsenal \$1.50, demerch. Disengaged vessel in port—*Titan*, American ship, 1,170 tons register, account.

SIX DOLLARS
PER QUARTER

13 Hongkong, 4th September, 1890.

Commercial.

CLOSING QUOTATIONS.
 Hongkong and Shanghai Bank, 225 per cent.
 Hongkong and Shanghai Bank, New Issue—
 \$200 per share, sellers.
 Union Insurance Society of Canton—\$101 per
 share, buyers.
 China Trade Insurance Company—\$70 per
 share, sales and sellers.
 North China Insurance—Tls. 340 per share,
 sellers.
 Canton Insurance Company, Limited—\$117 1/2 per
 share, buyers.
 Yangtze Insurance Association—Tls. 70 per
 share, buyers.
 On Tai Insurance Company, Limited—Tls. 150
 per share.
 Hongkong Fire Insurance Company—\$362 1/2 per
 share, sellers.
 China Fire Insurance Company—\$88 per share,
 sellers.
 Hongkong and Whampoa Dock Company—\$66
 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.
 —\$35 per share, sellers.
 China and Manila Steam Ship Company—\$119
 per share, buyers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$180 per share,
 sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures
 —\$50.
 Indochina Steam Navigation Company,
 Limited—25 per cent. discount, buyers.
 Duple Steamship Company—\$54 per share,
 sellers.
 China Sugar Refining Company, Limited—\$172
 per share, buyers.
 Luen Sugar Refining Company, Limited—\$112
 per share, buyers.
 Hongkong Ice Company—\$100 per share,
 sellers.
 Hongkong and China Bakery Company, Limited
 —\$20 per share.
 Hongkong Dairy Farm Co., Limited—\$10 per
 share, sellers.
 A. & Watson & Co., Limited—\$24 per share,
 buyers.
 Chinese Imperial Loan of 1884 B—24 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1884 C—5 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent.
 premium.
 Hongkong Rope Manufacturing Company,
 Limited—\$118 per share, buyers.
 The Hongkong Steam Laundry Co., Ltd.—\$25
 per share, nominal.
 Bunton and Company's Doo Samantan Mining Co.
 —\$5 per share, buyers.
 The Ruby Gold Mining Co., Ltd.—\$150 per share,
 sell 1/4.
 Imitis Mining Co., Ltd.—\$9 per share, sales and
 sellers.
 The Imperial Gold Mining Co., Limited—\$124
 per share, sellers.
 Hongkong and Kowloon Wharf and Godown
 Company—\$77 per share, buyers.
 Tungshui Coal Mining Co.—\$230 per share,
 buyers.
 The Hongkong High-Level Tramway Co.,
 Limited—\$105 per share, buyers.
 The Hongkong Planting Co., Limited—\$13
 per share, sell 1/4.
 H. G. Brown & Co., Ltd.—\$52 per share, buyers.
 The Hongkong Planting Co., Ltd.—\$10 per
 share, sell 1/4.
 C. W. Leung & Co., Ltd.—\$40 per share, nom.
 The Steam Launch Co., Limited—nominal.
 The Anglo-Hong Hotel and Building Co., Ltd.
 —50 per cent. dis. sellers (fully paid up).
 The Anglo-Borneo Co., Ltd.—\$14 per share,
 sellers.
 The Hongkong Brick and Cement Co., Ltd.—
 \$12 per share, sellers.
 The Green Island Cement Co.—\$28 per share,
 buyers.
 The Hongkong Land Investment Co., Ltd.—\$93
 per share, sellers.
 The Hongkong Electric Light Co., Ltd.—\$6
 per share, sellers.
 Geo. Ferwick & Co., Limited—\$25 per share,
 nominal.
 The West Point Buildings Co., Ltd.—\$32 per
 share, sellers.
 The Peak Hotel and Trading Co., Ltd.—\$20 per
 share, sellers.
 The Labeck Planting Co., Ltd.—\$18 per share,
 buyers.
 The Laming Planting Co., Ltd.—\$15 per share,
 sellers.
 The Jelutong Mining and Trading Co., Ltd.—\$4
 per share, sellers.
 The Sigma Tin Mining Co., Ltd.—\$21 per share,
 buyers.
 The Siam Hotel Co., Ltd.—nominal.
 The Kowloon Land Investment Co., Ltd.—\$19
 per share, sellers.
 The Trust and Loan Co. of China and Japan—
 \$19 per share.
 The Hongkong Marine, Limited—par, nominal.

EXCHANGE.
 ON LONDON.—Bank, T. T. 3/9 1/2
 Bank Bills, on demand 3/9 1/2
 Bank Bills, at 4 months' sight 3/9 1/2
 Credits at 4 months' sight 3/10 1/2
 Documentary Bills, at 4 months' sight 3/10 1/2
 ON PARIS.—Bank Bills, on demand 4/7 1/2
 Credits at 4 months' sight 4/6 1/2
 ON INDIA, T. T. 220
 On Demand 220 1/2
 ON BOMBAY.—Bank, T. T. 72 1/2
 Private, 30 days' sight 73

MAILS EXPECTED.
 THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Perakawur*,
 with the outward English mail, left Singapore on
 the 8th instant at 9.30 a.m., and may be
 expected here on or about the 13th.
 THE AMERICAN MAIL.
 The P. & M. S. S. Co.'s steamer *City of Peking*,
 with mails, left San Francisco to 23rd
 ultimo, will leave Yokohama to-morrow (the 12th
 inst.), and may be expected here on or about the
 18th.
 THE INDIAN MAIL.
 The Indo-China S. N. Co.'s steamer *Wing-
 tang*, from Calcutta, left Singapore at 3 p.m. on
 the 8th instant, and may be expected here on
 the 14th.

STEAMERS EXPECTED.
 The P. & O. S. N. Co.'s steamer *Ancona*,
 left Nagasaki on the 10th instant at 5.30 p.m.,
 and is due here on the 14th.
 The Ocean Steamship Co.'s steamer *Para-
 clus*, from Liverpool, left Singapore on the 9th
 instant, and is due here on the 15th.
 The Austro-Hungarian Lloyd's S. N. Co.'s
 steamer *Melbourne*, from Bombay, left Singa-
 pore on the 10th instant, and is expected here
 on the 16th.
 The 'Union' line steamer *Kara*, left Singa-
 pore on the 10th instant, and may be expected
 here on or about the 17th.
 The P. & O. S. N. Co.'s steamer *Tehran* left
 Bombay on the 6th instant at 2 p.m., and may
 be expected here on or about the 24th.

Shipping.

ARRIVALS.
 HAIPHONG, French steamer, 874, Feraud, 11th
 Sept.—Haiphong 7th Sept., General.
 Messageries Maritimes.
 FOOKSANG, British steamer, 991, H. W. Hogg,
 11th Sept.—Chinkiang 7th Sept., General.
 Jardine, Matheson & Co.
 NAMKIANG, British steamer, 999, Thos. Hamlin,
 11th Sept.—Penang and Singapore 3rd
 Sept., General.
 QUERN MARGARET, British steamer, 1,732, R.
 Wilson, 11th Sept.—Singapore 4th Sept.,
 General.
 NANCY, Danish brigantine, 224, Pedersen, 11th
 Sept.—Menado and Gorontalo 17th Aug.,
 Wood and Rattan.—Russell & Co.
 VERLOX, German steamer, 573, Johannsen, 11th
 Sept.—Hohow 10th September, General.
 Melchers & Co.
 TARAPACA, British bark, 495, H. Kennett, 11th
 Sept.—Sandakan 25th August, Timber.—
 Gibb, Livingston & Co.
DEPARTURES.
 September 11, Congo, French str. for Saigon, &c.
 September 11, *Irangaddy*, French steamer, for
 Saigon.
 September 11, *Devastation*, British steamer, for
 Bangkok.
 September 11, *Pra Chom Khao*, British str.,
 for Swatow, &c.
 September 11, *Braconshire*, British steamer, for
 Swatow, &c.
 September 11, *Kwanglee*, Chinese steamer, for
 Whampoa.
PASSENGERS—ARRIVALS.
 Per *Fooksang*, str., from Chinkiang—24
 Chinese.
 Per *Haiphong*, str., from Haiphong—Mr.
 Coutel, and 27 Chinese.
 Per *Namkiang*, str., from Penang, &c.—48
 Chinese.
DEPARTED.
 Per *Glenavon*, str., for Manila—3 Chinese.
 Per *Diamond*, for Amoy, &c.—2 Europeans
 and 100 Chinese.
 Per *Peking*, str., for Shanghai—40 Chinese.
 Per *Thales*, str., for Swatow, &c.—1 Euro-
 pean and 400 Chinese.
 Per *Cantonian*, str., for Port Darwin, &c.—7
 Europeans and 16 Chinese.
 Per *Devastation*, str., for Bangkok—1 Euro-
 pean and 10 Chinese.
 Per *Pra Chom Khao*, str., for Swatow, &c.—
 50 Chinese.
 Per *Traoudy*, str., from Hongkong for
 Shanghai—Mr. A. Duer, for Yokohama—
 Baron G. de Gunzburg, and Mr. S. Komuro.
 From Alexandria for Shanghai—Mr. and Mrs.
 Korotow, infant and governess. From Mar-
 seilles for Yokohama—Messrs. Takahashi, C.
 Shoji, Kato, Isoda, Yokomizo, I. Toyoda,
 Takata, and T. Tada. From Singapore—Mr.
 and Mrs. Downing, and Mr. Watson.
 Per *Congo*, str., from Hongkong for Singapore.
 Mr. K. Basak. For Marseilles—Mr. W. B.
 Yeung.

REPORTS.
 The German steamer *Verlox* reports that she
 left Hongkong on the 10th instant. Had light
 north-east winds and sea with fine weather.
 The British steamer *Fooksang* reports that she
 left Chinkiang on the 7th instant. Had
 moderate north-east winds and fine weather.
 On the 8th, passed the steamer *Canton*, from
 Hongkong to Shanghai, and the steamer
Sin Nansing, from Foochow to Shanghai.
 The British steamer *Namkiang* reports that she
 left Penang, and Singapore on the 3rd
 instant. From Singapore to Cape Padaran had
 light south-west winds and fine weather; then
 wind increased gradually to strong gale with
 high confused sea and fierce squalls with rain at
 short intervals, continuing same to northward of
 Paracels, when gale gradually decreased, and
 wind backed to north-east, and sea fell
 continuing north-east swell to port, barometer
 from Cape Padaran between 29.50 and 29.60
 steady.

Post Office.
 A MAIL WILL CLOSE
 for Swatow and Bangkok—Per *Kong Beng* to-
 morrow, the 12th instant, at 8.30 A.M.
 For Swatow, Amoy, and Tamsui—Per *Hai-
 lung* to-morrow, the 12th instant, at 11.30 A.M.
 For Kutchinotzu—Per *Norden* to-morrow,
 the 12th instant, at 11.30 A.M.
 For Swatow and Shanghai—Per *Taitang* to-
 morrow, the 12th instant, at 3.30 P.M.
 For Amoy and Straits—Per *Namkiang* to-
 morrow, the 12th instant, at 3.30 P.M.
 For Saigon—Per *Chusan* to-morrow, the
 12th instant, at 3.30 P.M.

STEAMERS.
 ARRATON APCAR, British steamer, 1,392,
 Sprance, 6th Sept.—Calcutta 21st August,
 Penang 28th, and Singapore 31st, Opium
 and General.—D. Sassoon, Sons & Co.
 BELGIC, British steamer, 4,655, W. H. Walker,
 6th Sept.—San Francisco 12th Aug., and
 Yokohama 31st, Mails and General.—O.
 & S. S. Co.
 BENVENUE, British steamer, 1,497, R. Thomson,
 9th Sept.—Kobe 4th Sept., General.—Gibb,
 Livingston & Co.
 CHEANG HEE TENO, British steamer, 922, W. M.
 Scott, 1st Sept.—Singapore 24th August,
 Penang and Canton.—Bun Hin Chan.
 CHEANG CHEW, British steamer, 1,213, F. Webb,
 24th August.—Amoy 22nd August, Ballast.
 —Bun Hin Chan.
 CHEANG HOCK KIAN, British steamer, 956, John
 S. W. Grenfell, 20th August.—Singapore,
 and Hallow 19th August, General.—Bun
 Hin.
 CHINA, German steamer, 1,090, H. Bertelsen,
 9th Sept.—Salmon 4th September, Rice
 and Fish.—Tung Kee.
 CHUBAN, German steamer, 613, W. Wendt, 8th
 Sept.—Salmon 3rd September, General.—
 Melchers & Co.
 CICKRO, British steamer, 1,030, A. George, 30th
 August.—Pekalongan 21st August, Sugar.—
 Butterfield & Swire.
 DAPHNE, German steamer, 1,669, T. Voss, 8th
 Sept.—Hamburg, and Singapore 2nd Sept.,
 General.—Stemmen & Co.
 FAME, British steamer, 1,171, W. W. Allan—
 Hongkong Government leader.
 HAILONG, British steamer, 783, F. D. Goddard,
 9th Sept.—Tamsui 6th Sept., Amoy 9th,
 and Swatow 8th, General.—D. Lapsrak
 & Co.
 KONG BENO, British steamer, 962, Jones, 5th
 Sept.—Bangkok 20th August, General.—
 Yuen Fat Hong.
 MAERVOO, Chinese steamer, 1,284, W. H. Lunt,
 7th Sept.—Chefoo 1st Sept., Beans.—C. M.
 S. & Co.
 MINA MARY, Japanese steamer, 2,050, F. J.
 Somer, 2nd Sept.—Nagasaki 28th Aug.,
 Coal.—Geo. R. Stevens & Co.

HONGKONG—STEAMERS.
Continued.
 NORDEN, Norwegian steamer, 1,488, C. Nielsen,
 9th Sept.—Kutchinotzu 4th Sept., Coals.—
 Captain.
 MOUNT HEBRON, British steamer, 1,668, Elliott,
 19th August.—Haiphong 12th August, Bal-
 last.—Adams, Bell & Co.
 NISAM, British steamer, 1,615, Charles Gadd,
 7th Sept.—Bombay 21st August, and Singa-
 pore 1st Sept., General.—P. & O. S. N. Co.
 PILOT FISH, British steamer, 161, A. Stopani,
 Hongkong and Whampoa Dock Co.
 TAILER, German steamer, 828, Schmidt, 8th
 Sept.—Singapore 2nd Sept., General.—Bun
 Hin Chan.
 TAINANG, British steamer, 1,150, H. W. Jackson,
 10th Sept.—Whampoa 10th Sept., General.
 —Jardine, Matheson & Co.
SAILING VESSELS.
 ANNIE STAFFORD, British bark, 1,297, Chas. S.
 Robinson, 20th July.—New York 2nd
 March, Petroleum.—Arnold, Karberg & Co.
 ASSVIA, British bark, 1,148, Wm. W. Leary,
 9th August.—Shanghai 13th July, Ballast.
 —Melchers & Co.
 CAMELOT, British bark, 370, Murphy, 3rd
 Sept.—Singapore 26th August, Timber.—
 Captain.
 CHARON WATTANA, Siamese bark, 656, W. L.
 Cain, 1st Sept.—Wah Hin 13th August,
 Timber and Sawwood.—Cain.
 CONSTANT, British ship, 1,092, P. R. Fingley,
 4th Sept.—New York 28th April, Parafine.
 —Jardine, Matheson & Co.
 ELKOWIN, Chinese bark 457, Opium Examina-
 tion h.k. Stonecutters' Island.—Chinese
 Customs.
 ESCORT, American bark, 634, Lyle, 27th Aug.
 —Rajing 7th August, Timber.—Chinese.
 GALVESTON, German bark, 619, Jacobson, 19th
 August.—Amoy 2nd August, Ballast.—
 Order.
 GEORGE SKOLFIELD, American ship, 1,276, A.
 S. Dunning, 11th July.—New York 7th
 Feb., Kerosene Oil.—Russell & Co.
 J. D. BISCHOFF, German ship, 1,808, H. Meyer,
 7th August.—Cardiff 3rd April, Coals.—
 Order.
 LANCEFIELD, British bark, 994, Burns, 7th
 August.—New York 7th March, Kerosene
 Oil.—Order.
 MAROON, British bark, 362, James Cummins,
 15th August.—Shanghai 7th July, 9th July,
 Sandalwood.—Jardine, Matheson & Co.
 N. B. LEWIS, British ship, 1,325, B. F. Gullison,
 9th Sept.—Shanghai 1st August, Wool and
 Straw Braid.—Reuter, Brockelmann & Co.
 OSAGE, British bark, 517, Jones, 2nd Sept.—
 Cebu 14th August, Sugar.—Wieler & Co.
 PENHAW, British bark, 729, T. Inokyo, 10th
 Sept.—Camagong (Philippine Islands) 27th
 August, Logwood.—Gibb, Livingston & Co.
 RICHARD PARSONS, American bark, 1,116, Geo.
 A. Freeman, 22nd June.—New York 19th
 Feb., Kerosene Oil.—Russell & Co.
 SARA MERSEDES, Peruvian schooner, 245, A.
 Muniatgin, 4th July.—Salmon 27th June,
 Rica.—Captain.
 SINTRAM, American ship, 1,590, Woodside, 20th
 August.—Shanghai 1st Sept., General.
 WALTER SIEGFRIED, British bark, 334, Law-
 rence, 6th Sept.—Newchwang 17th August,
 Beans.—Butterfield & Swire.
 WM. LE LACHEUR, British bark, 575, E. Warner,
 19th June.—Laguianoc 9th June, Wood.
 —Wieler & Co.

Intimations.
F. Blackhead & Co.,
 SHIP-CHANDLERS, SAIL-MAKERS,
 AND
 PROVISION MERCHANTS,
 NAVY CONTRACTORS,
 AND
 GENERAL COMMISSION AGENTS,
 No. 11, PRAYA CENTRAL,
 (Opposite Pedder's Wharf).
SOLE AGENTS
 for
RAHTJEN'S
GENUINE
COMPOSITION
 FOR
 THE BOTTOMS OF IRON SHIPS.
 HARTMANN'S GREY PAINT, specially manu-
 factured for coating the inside of STEEL SHIPS.
 CARBOLINEUM AVEHARIUM
 PRESERVATIVE AGAINST
 ROTTING, DECAY, &c., OF WOOD.

SAPOLIO
 ENOCH MORGAN'S SON'S
 SAPOLIO
 OR GENERAL CLEANING PURPOSES.
 CHR. MOTZ & Co., BORDEAUX CLARETS.
 MAX HASSEN'S FRANKFURT ON M.
 CONSERVED MEATS,
 VEGETABLES AND FRUIT.
 CEMENT from the celebrated Factory of Hen-
 mos.
 SWEDISH TAR and OREGON PINE
 LUMBER.
 FLENSBURG STOCKBEER.
 FLINZERS' and BLACKSMITH'S
 MACHINERY AND TOOLS.
 EVERY KIND OF
 SHIP'S STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
 REASONABLE PRICES.
 ALL KINDS OF
COALS
 SUPPLIED AT THE SHORTEST NOTICE
 Hongkong, 26th June, 1889. [130]

NOTICE.
JYVE'S SANITARY COMPOUNDS
 COMPANY, LIMITED.
 JYVE'S WOOD PRESERVER OR
 ANTISEPTIC PAINT.
 THE Undersigned have this day been
 appointed SOLE AGENTS for the sale of
 these PERFECT DISINFECTANTS, and
 are prepared to supply quantities to suit
 purchasers at Wholesale Prices. Extra Special
 Terms for Shipboard and Large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief
 Sanitary Engineer, Local Government Board,
 London, says
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co.,
 Bank Buildings,
 Hongkong, 19th June, 1888. [12]

Intimations.
CAPTAIN GEORGE TAYLOR,
 INLAND SEA AND JAPAN COAST PILOT.
 Telegraphic Address: POWERS,
 Nagasaki.
 Hongkong, 8th April, 1890. [577]
A. G. GORDON & CO.,
 LIMITED.
ENGINEERS, LAUNCH BUILDERS,
 GENERAL AND GOVERNMENT
 CONTRACTORS, IRONMONGERS, COM-
 MISSION AGENTS, VALUATORS, IRON
 AND TIMBER MERCHANTS.
WORKS:
 BOWRINGTON, EAST POINT.
OFFICE:
 9, PRAYA CENTRAL.
STEAM LAUNCH COMPANY, LIMITED.
 Hongkong, 1st May, 1890. [54]
PURE ICE.
 IN from two to three minutes, by the Pulsome-
 ter, Engineering Co.'s Champion Hand Ice-
 Making Machines.
 NO FREEZING POWDERS REQUIRED.
 Will Ice Cakes in one minute, and make
 Block Ice and Ice Cream, Ice Sparkling Wines,
 Soda Water, Beer, &c.
 The No. 1 Machine is very portable and
 compact—Measurements 24" by 18" by 12".
 The No. 2 Machine can be seen and tried, and
 prices ascertained at the Office, No. 12,
 D'Aguiar Street.
 All Machines tested by actual Ice-making
 before delivery.
 G. RENNIE STEWART,
 Agent, Hongkong.
 Hongkong, 28th August, 1890. [1231]
J. & R. HARVEY & Co.,
 DUNDASHILL DISTILLERY, GLASGOW.
 Established 1770.
SCOTCH WHISKIES.
 Finest Pure Malt Scotch Whisky.
 O.H.M. Old Highland Malt Whisky.
 F.O.S. Fine Old Scotch Whisky.
 V.O.S. Very Old Scotch Whisky.
MESSRS. HARVEY & Co.'s Pure Malt
 Whiskies have for over fifty years com-
 manded the largest sale in the English Market
 OF ANY WHISKY made in Scotland, and
 being thoroughly matured in Sherry Wood are
 very mild and mellow, and are confidently
 recommended where a Pure, Wholesome Spirit
 is desired.
 Over one million Gallons produced annually.
 For Prices and Samples, apply to
 G. RENNIE STEWART,
 12, D'Aguiar Street, Hongkong.
 Sole Agent for China and Japan.
 Hongkong, 28th August, 1890. [1229]
G. RENNIE STEWART,
 MANUFACTURERS' AGENT AND GENERAL
 COMMISSION MERCHANT,
 12, D'Aguiar Street, Hongkong.
AGENT FOR
J. & R. HARVEY & Co., Dundashill
 Distillery, Glasgow.
 McKenzie, Driscoll & Co. Wine Shippers,
 Jerez de la Frontera, and Oporto.
 Valencia Iron & Steel Co., Glasgow.
 Pulsometer Engineering Co., London, Ice
 Machines.
 Wilson & Baird, Engineers' Ironmongers,
 Glasgow.
 Boyd & Robertson, Tweed Mills, Selkirk.
 Clark Brothers, Tweed Mills, Galashiels.
 Estimates given for supplying and fitting up
 Machinery for Mills and Factories.
 Illustrated Catalogues and Price Lists for all
 kinds of Engineering Machinery, Soda Water
 Machinery, Steam and Sawing Machines and
 Wood Working Machinery, Bottling and
 Corking Machines, Cooking Stoves and Ranges,
 Lamps, etc., Canned Goods, Felt and Felt Hats
 and Helmets, Paints, Oils, Varnish, Enamels,
 etc., etc.
 Samples of Wines, Spirits, Woolen Goods,
 Linoleum, Floor Cloth, Machinery Belting in
 Leather, Rubber, and Patent Tanned
 Hair, Patent Scandinavian Belt Guides, Engine
 Packing, Rubber Sheets, Valves and Washers,
 etc., etc., can be seen and prices ascertained
 at the above address.
 The Pulsometer Engineering Co.'s No. 1
 Champion Hand Ice-Making Machine can also
 be seen and tried.
 Hongkong, 28th August, 1890. [1230]
NOTICE.
THOMAS KERR & CO.
ENGINEERS, BOILER-MAKERS
 AND
 CONTRACTORS,
 YAU-MAT-TEE ENGINEERING WORKS,
 KOWLOON.
 OFFICE—No. 12, D'Aguiar Street.
 Hongkong, 25th August, 1890. [126]
GRIFFITH'S
 NEW PHOTOGRAPHIC STUDIO,
 No. 2, Duddell Street,
 (Between the New Oriental Bank, and
 Mr. Lammert's Auction Rooms).
 Entrance from Duddell Street or Ice House St.
 MR. GRIFFITH'S STUDIO is open daily
 from 8 A.M. to 5 P.M. for producing
 First-class PHOTOGRAPHIC PORTRAITS in all
 the Newest styles. Views of Hongkong and the
 Coast Ports, with choice illustrations of Chinese
 life and character, always ready.
 Portraits enlarged to life size and painted
 in Oils or Water Colours by First-class
 Artists. Miniatures on Ivory, and all kinds of
 reproductions.
 Hongkong, 2nd April, 1890. [542]
KUHN & CO.,
 JAPANESE AND CHINESE FINE
 ART DEPOT.
 21 & 23, QUEEN'S ROAD.
 Hongkong, 21st July, 1890. [1072]
TOURISTS
 ARE cordially invited to call and inspect our
 choice collection of Japanese and Chinese
 FINE ART CURIOS, which is unequalled in
 Japan.
 Every article guaranteed as represented. No
 trouble to show goods. One price only.
 DEAKIN BROS. & Co.,
 16 Bund, Yokohama,
 next door to
 Farsant's Photographic Studio.

To be Let.
TO LET.
 With Immediate Possession.
GROUND FLOOR No. 2, Blue Buildings.
1st FLOOR No. 3, Blue Buildings.
 Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.
 Hongkong, 1st July, 1890. [988]
TO LET.
TWO COMMODIOUS HOUSES in Carlton
 Terrace, Queen's Road East. Rent
 moderate.
 Apply to
G. R. LAMMERT.
 Hongkong, 1st July, 1890. [999]
TO LET.
THE Upper Floor of HOUSE No. 7, Caine
 Road. Possession 1st October.
 Apply to
J. M. V. DE FIGUEIREDO,
 No. 5, Caine Road.
 Hongkong, 4th September, 1890. [1262]
TO BE LET.
THREE HOUSES at Wild Dell Buildings,
 Wanchai Road.
 A BUNGALOW and HOUSE on the Upper
 Richmond Road.
 No. 1 RICHMOND TERRACE, Six Dwell-
 ing Rooms, English Kitchen, Fowl House, Con-
 servatory, and well-shaded Tennis Lawn.
 Apply to
HENRY HUMPHREYS.
TO BE LET OR SOLD,
 On favourable terms, with Immediate
 Possession.
TWO HOUSES at "Mountain View," Peak
 District, near Plunkett's Gap.
 If sold part of the Purchase money can remain
 on Mortgage.
 Apply to
JOHN A. JUPP.
 36, Queen's Road Central,
 Hongkong, 1st September, 1890. [1146]
TO LET.
NO. 3, MORRISON HILL.
 Immediate entry.
 Apply to
G. C. ANDERSON,
 13, PRAYA CENTRAL.
 Hongkong, 22nd April, 1890. [658]
TO LET.
A HOUSE in WEST TERRACE.
 Immediate Entry.
 Apply to
G. C. ANDERSON,
 13, PRAYA CENTRAL.
 Hongkong, 3rd May, 1890. [511]
TO LET.
TOP FLOORS of No. 21 & 23, Pottinger
 Street, suitable for Offices or Photo-
 graphic Studio.
CARMICHAEL & Co.,
 21 & 23, Pottinger Street.
 Hongkong, 31st July, 1890. [1117]
TO LET.
TWO FLOORS of HOUSE No. 8, Stanley
 Street.
 Apply to
ROZARIO & Co.,
 Hongkong, 10th July, 1890. [103]
TO LET.
NOS. 21 and 35, ELGIN ROAD, behind
 the Old Union Church.
 Apply to
ACHEE & Co.,
 17, Queen's Road Central.
 Hongkong, 19th June, 1890. [554]
TO BE LET,
 Just below Peak Flagstaff.
BAHAR LODGE—FURNISHED.
 Apply to
HUGHES & EZRA.
 Hongkong, 17th April, 1890. [612]
TO LET.
FIRST FLOOR of HOUSE, 15, Praya
 Central.
2ND FLOOR of HOUSE, No. 64, Queen's
 Road Central.
 Apply to
LAI HING & Co.,
 No. 153, Queen's Road Central.
 Hongkong, 22nd March, 1890. [469]
TO LET.
NO. 9, SEYMOUR TERRACE.
 No. 7, SEYMOUR TERRACE.
 No. 4, OLD BAILEY STREET.
 OFFICES and CHAMBERS in Connaught
 House, Queen's Road Central.
 Apply to
DAVID SASSOON, SONS & Co.,
 Hongkong, 4th July, 1890. [13]
TO LET.
FIRST FLOOR of No. 11, Corner Ice
 House Lane, Queen's Road.
 For Particulars, apply to
THE CHARTERED MERCANTILE BANK
OF INDIA, LONDON & CHINA.
 Hongkong 11th August 1890. [1164]
**HONGKONG HIGH LEVEL TRAM-
 WAYS COMPANY, LTD.**
SUMMER TIME-TABLE.
 To take effect from 1st May.
 The CARS RUN between St. John's Place
 and Victoria Gap as follows:—
WEEK DAYS.
 8 to 10 A.M. every quarter of an hour.
 12 to 1 P.M. every quarter of an hour.
 1 to 2 P.M. every half hour.
 4 to 5 P.M. every quarter of an hour.
THURSDAYS.
 NIGHT TRAM at 10.30 and 11 P.M.
SUNDAYS.
 CHURCH TRAM at 10.40 A.M.
 12 (Noon) to 2 P.M. every quarter of an hour.
 4 to 5 P.M. every quarter of an hour.
 9, 10, 10.30 and 11 P.M.
 Special Cars may be obtained on application
 to the Superintendent.
 Single Tickets are sold in the Carry Five-Cent
 Coupons and Reduced Tickets at the Office.
MACLEOD, FRICKEL & Co.,
 General Managers.
 Hongkong, 30th April, 1890. [69]

For Sale.
FOR SALE.
HAUENSTEIN'S FAMILY HOTEL with
 BILLIARD-ROOMS and BOWLING
 ALLEY.
 This popular Hotel is admirably situated on
 the island of Kowloon.
 For further particulars, apply to
 N. MOALLE.
 Amoy, 4th August, 1890. [1146]
FOR SALE.
AT WHOLESALE PRICES.
SACCONES' SHERRY; PORT, IRROYS
CHAMPAGNE, CLARET, FOCK,
BRANDIES, WHISKIES, MACHINERY,
GAS ENGINES, STEAMERS, SEWING
MACHINES, SCALES, PAINTS, OILS and
VARNISH, BICYCLES and TRICYCLES.
SODA WATER MACHINERY, JET'S
SANITARY COMPOUNDS, BICYCLE
WHEELS for JINRICKSHAWS.
 Apply to
W. G. HUMPHREYS & Co.,
 Bank Buildings,
 Hongkong, 21st November, 1890. [11]
FOR SALE.
AT THE PEAK.
"THE FALLS" on R. B. L. No. 28.—A
 well built six-roomed House, at present
 let on lease for one year.
 For full particulars, apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.
 Hongkong, 12th November, 1890. [28]
FOR SALE.
THE Schooner "MONTIARA."
 Length.....75 feet.
 Beam.....18 "
 Depth of hold.....7 "
 Registered tonnage.....75 tons.
 (Owing to recent alterations the carrying
 capacity of the *Montiara* has been increased to
 about 120 tons, dead weight.)
 The *Montiara* was built in Singapore, and is
 most solidly constructed of teak throughout, with
 iron-wood frames. She has recently been
 thoroughly overhauled under experienced Euro-
 pean superintendence, fastened throughout with
 7 inch galvanised spikes, and newly re-coppered.
 She is lashed-rigged with the best canvas sails.
 Draft of water 7 feet.
 For further particulars apply to
 R. FRASER-SMITH,
 6, Pedder's Hill.
 Hongkong, 9th April, 1890. [579]
NOW READY.
THE HONGKONG JOCKEY CLUB
RACE MEETING, 1890.
 A Full Descriptive Report, in pamphlet form.
 Orders may be sent to the following Agents:—
 Mr. W. Brewer.
 Messrs. Kelly & Walsh, Ltd.
 Messrs. Lane, Crawford & Co.
 The Hongkong Trading Co., Ltd.
 or to
 The "Hongkong Telegraph" Office,
 Pedder's Hill.
 Hongkong, 8th March, 1890.
WILL BE PUBLISHED EARLY
NEXT WEEK.
 A SECOND EDITION OF THREE THOUSAND COPIES
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"THE LAW OF STORMS IN THE
EASTERN SEAS"
 (by W. De